

CD NO.

NO. OF PAGES 2

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(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

25X1

THIS IS UNEVALUATED INFORMATION

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The plant consisted of an assembly department with auxiliary workshops and a mechanical department. A second mechanical and assembly department with a nonferrous metal foundry was under construction. [REDACTED] Power was supplied to the plant through an overhead transmission line and allegedly came from the power plant in Lvovsk. It is not known whether the electric power station in Workshop No 7 supplied only the installations of Workshop No 7 or was also used as emergency power unit for the plant. The plant had spur tracks, see

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During the period of observation, from August 1944 to July 1945, the plant repaired only T-34-type tanks. Engines, caterpillar tracks, bogie wheels, idler wheels, driving wheels, and armor plates were replaced and the interior equipment was renovated. The tanks were arranged in groups according to the type of repairs required, and were pushed onto the tracks of the assembly shop. They were ready to be driven when they left the shop. The number of tanks repaired varied, depending on the extent of damage. Until May 1945, work was done in two shifts and frequently up to 25 tanks were repaired in 24 hours. Later, when the one-shift schedule was introduced, the daily maximum output was 10 to 11 tanks. The tanks did not leave the plant until they had been broken in.

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6. [redacted] about 270 workers were employed in the assembly shop, and 70 to 80 workers in Workshop No. 2.
7. The plant was surrounded by a double barbed-wire fence, two meters high, with wooden watch towers at intervals of 50 to 60 meters. The PW camp was surrounded by an additional barbed wire fence. The plant was guarded by soldiers. The civilian workers had identification cards, issued by the plant management.

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[redacted] Comment. The plant is apparently the former Uritskiy railroad car plant in Bryansk. Its prewar production included 20-ton flatcars manufactured in conjunction with the Bezhitsa locomotive car plant. During the war, a large part of the installations were evacuated to Rybinsk (51°30'N/46°00'E) where the construction of railroad cars was started. For location sketch of this plant, see

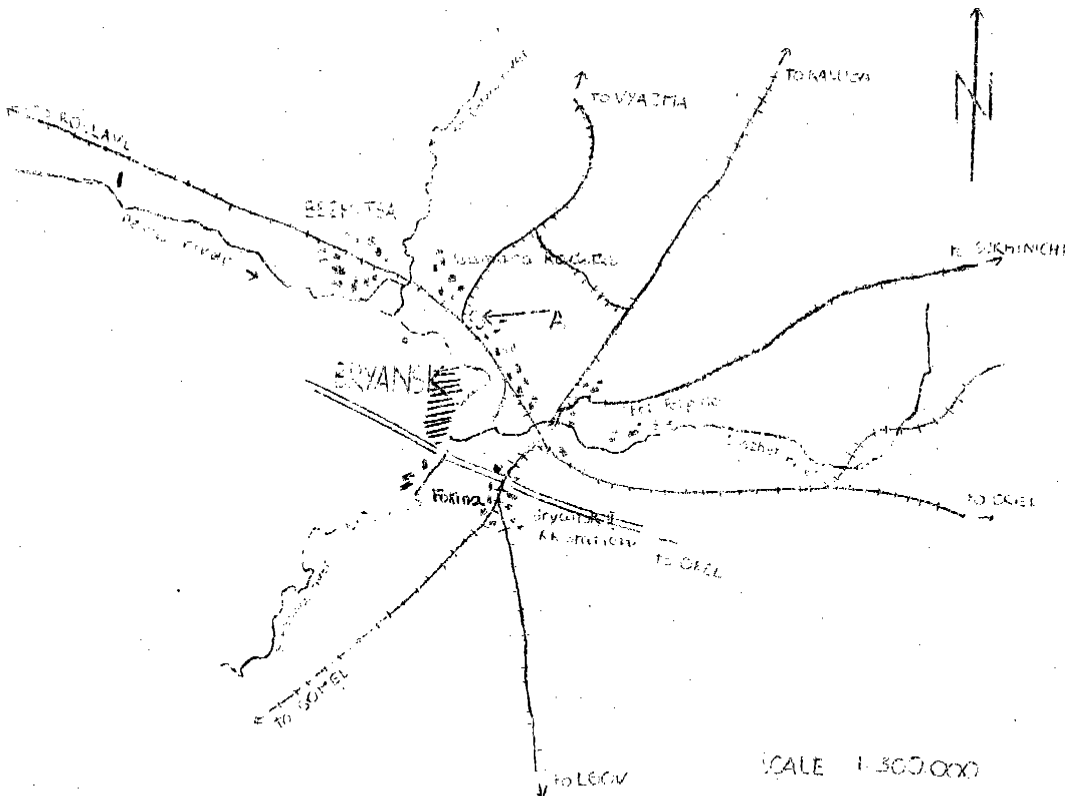
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Location Sketch of the Uritskiy Tank Repair Plant in Bryansk



Legend:

A. Uritskiy Tank Repair Plant.

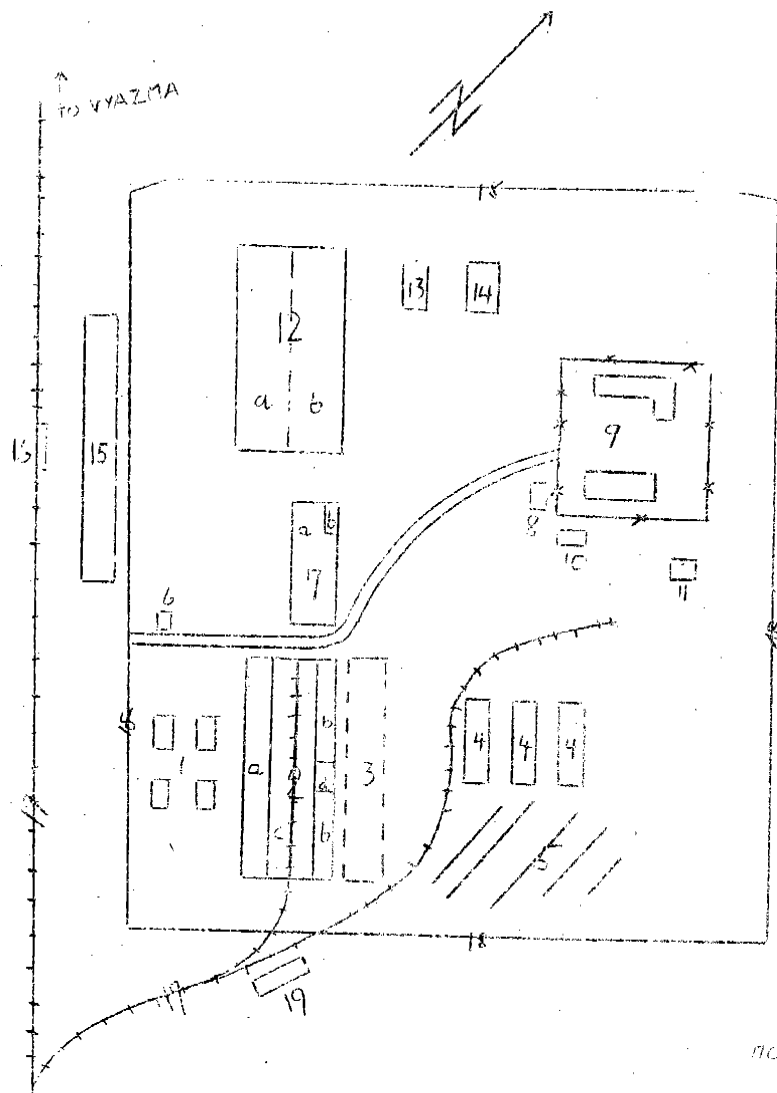
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Attachment 2

Layout Sketch of the Uritskiy Tank Repair Plant in Bryansk



not to scale

Legend: See next page.

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Legend.

1. Several small buildings. One of these buildings housed the administration of the tank assembly department.
2. Tank assembly department, about 200 x 40 meters, with a circular roof.
 - a. and b. Workshops, including fitting shops, welding shops, and small machine shops for the production of component parts for tanks.
 - c. Assembly shop with track installation. Its equipment included 15 drilling machines, 3 grinding machines, 2 milling machines, 2 punches, 1 pneumatic hammer, and several ceiling cranes. All machines and the cranes were operated by electricity. After the tanks had been disassembled in front of the workshop, they were pulled into the workshop. Here they passed through six stages of repair, progressing to the upper end of the shop. They left under their own power. Twenty tanks could be placed in the workshop at one time.
 - d. Tool repair shop.
3. Destroyed assembly shop. Its reconstruction had not yet been started.
4. Several warehouses, some of which were stone and some were wooden structures. Tank parts including bogie wheels, track shoes, bolts, rubber coverings for bogie wheels, armor plates, interior equipment for tanks, and tank engines were stored in these warehouses. The stock of spare parts was very large in 1945 and 1946. Some of these parts were of American make.
5. Parking lot for tanks in need of repair. In 1946, 70 to 100 tanks were parked there simultaneously.
6. Guardhouse.
7. Mechanical department for the production of tank component parts and for the repair of tools.
 - a. Machine shop, equipped with almost 100 machine tools. Including 30 milling machines, 20 lathes, 3 shoving planers, 8 drilling machines, 5 punches, and 4 to 6 electric welding units. There was also a blacksmith's shop.
 - b. Electric power station, equipped with a Russian-made diesel engine and an American-made generator. Some machinery in need of repair was stored in front of the workshop, but it was not processed.
8. Warehouse for the storage of food supplies for the civilian workers.
9. It was planned to use these buildings as production workshops after the Poles left.
10. Administration building with guard.
11. Bakery.

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12. Mechanical and assembly department and foundry. In 1949, the installation was not in full operation. Although the construction of the workshop building was not completed, there were about 100 German and American-made machine tools set up in Sections a. and b. A nonferrous metal foundry was already in operation in section b. According to one source, there were 3 furnaces, only one of which was in operation. Parts for bearings were cast in this foundry. According to Soviet workers, the building is scheduled to be used as a tank assembly shop.
13. Administration building, under construction.
14. Boilerhouse, equipped with 6 boilers for heating the plant. Wood and peat was used to fire these boilers.
15. Residential buildings.
16. Railroad stop.
17. Railroad tracks.
18. Fence.
19. Loading ramp.

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